



Welcome to the final edition this year of the Local Government Update.

Our Stakeholder Relations team has been out and about this year, establishing and developing key relationships and networking with local governments around the country. Thank you to all those who've worked with industry to improve productivity in their local communities.

The NHVR has been busy rolling out changes to the Chain of Responsibility laws due in mid 2018 in forums around the country, and I'm pleased to see that we've had extremely good attendance from some local governments. I encourage you to visit [the NHVR website](#) for more information.

This year has seen 667 requests to the NHVR for pre-approval of routes by local governments. It's great to see councils moving towards pre-approvals of routes. It helps industry, councils and local productivity.

In fact, if you have a pre-approval network in place and are confident that industry is using the network correctly, consider moving that pre-approval to Gazetted.

In early 2018 the stakeholder team will be in contact about the new Agriculture, B-Double, HML and Road Train notices. For more information please visit the [Harmonisation page of our website](#).

The progression of the NHVR Portal for road managers, our ongoing safety management focus and development of gazetted routes and harmonisation of notices will continue to be priorities for 2018.

I'd like to wish you all a safe and happy holiday, and stay safe on the roads.

John Gilbert, OAM
Manager
Stakeholder
Relations



City of Salisbury Council improves access turnaround times

The City of Salisbury in South Australia is embracing changes to the way permits are processed, by proactively increasing heavy vehicle access to local roads to minimise impacts on Council resources and enhance benefits to the local economy.

National Heavy Vehicle Regulator (NHVR) Project Director Annette Finch said the City of Salisbury's approach to permit/access pre-approvals, which increase specific network access to the major industrial and freight sites within its Council boundary, has benefits for both the Council and industry. "Pre-approvals reduce the burden on Council and freight business resources while allowing Council to maintain discretion over Council assets," Mrs Finch said.

City of Salisbury Mayor Gillian Aldridge said pre-approved access can be effective for local government roads, which feature frequent or regular oversize, over-mass (Class 1) vehicles to well-established businesses. "This reduces the requirements and Council

resources needed to assess and approve individual permits for a range of established businesses and any transport companies/contractors who may be seeking access to those businesses," Mayor Aldridge said. "Such arrangements ease impacts on Council resourcing, but also streamlines and expedites the approval process for any new applicants seeking access."

"As a starting point, councils could consider placing lower risk transport activities on a pre-approval arrangement," Mayor Aldridge said.

Salisbury is a great example of how a local council in South Australia has made preparations to ensure the smooth transition of Class 1 permit applications from the Department of Planning, Transport and Infrastructure to the NHVR on 4 December 2017.

For more information on changes to Class 1 applications, please visit www.nhvr.gov.au/road-access/access-management/delegations-project



Growth in pre-approvals in SA

The continued growth in pre-approvals in South Australia is great news for the heavy vehicle industry according to the NHVR's Delegations Project Director Annette Finch.

"We are working closely with councils to increase the amount of pre-approvals that are available for heavy vehicles.

"These pre-approvals offer operators improved timeframes on access applications and provide local government a more efficient way of granting consent.

"If an operator applies for access to a council road that has been pre-approved, the NHVR is able to issue a permit without the need to request a consent decision from the council. The most common routes that are considered for pre-approval and gazettal are roads that operators repetitively request to access such as industrial areas that contain logistics centres, heavy haulage and crane depots." added Annette.

Pre-approvals triple since June

Annette said that prior to June 2017, the NHVR had 32 pre-approvals in place across South Australian local councils.

"In the last five months, this number has more than tripled and currently sits at 100. Local councils within South Australia have been working hard to ensure that operators have productive and safe access to their roads through pre-approvals and the gazettals.

"This increase of 68 pre-approvals in just five months shows that local councils are committed to providing access solutions across their local roads.

"We look forward to continuing to work with local councils in South Australia in 2018 on improving access for heavy vehicles," said Annette.

Vehicle classes that have been pre-approved by local councils in South Australia include:

- Class 1 Oversize Overmass (OSOM) (5.5m W, 30m L, 5.0m H, 93.5tM)
- Class 1 Special Purpose Vehicles (SPVs)
- Class 1 SPV Air Services Vehicles,
- Class 2 Type 1 Road Train.

For more information on the NHVR Delegations Project including to register for a local government training session, visit www.nhvr.gov.au/road-access/access-management/delegations-project.

Local issues addressed at border council meetings

Key NHVR initiatives were canvassed and progressed when Stakeholder Specialist Tim Hansen met with representatives from eight councils on the Southern Queensland/ North West New South Wales border on 17 November.

Tim presented at the Border Regional Organisation of Council (BROC) meeting at Moree and is pleased with the good record the BROC has in opening up their network to reduce the need for permits, turning permit applications around quickly and saying 'yes' to access over 90 per cent of the time.

"All these initiatives directly benefit their local economies, and it's wonderful this group is so proactive.

"There's a lot happening in the border region with planning underway for the inland rail which will impact the location of key road/

rail freight hubs, and also growth to existing industries like broadacre crops and livestock.

"So it's important to keep talking about ways we can all work together to facilitate access in and out of communities as safely and efficiently as possible," he added.

Tim organised the Truckie Info day at Goondwindi before the BROC meeting, jointly hosted between NHVR and BP.

"Again, this was another opportunity to engage with key stakeholders and hear their concerns.

"We had around 40 drivers stop to chat with us and heard first hand the issues they face when using the road network in that part of Australia.

"This feedback certainly helped discussions at the BROC meeting the next day," added Tim.



At the Goondwindi truckie info day. NHVR rep Tim Hansen (far left), with Zach Whale from AgForce and representatives from Qld's Transport and Main Roads and NSW's Roads and Maritime Services.

Opening up access in regional NSW key topic at Local Government conference

A valuable opportunity to discuss and progress local access issues was presented recently when NHVR's Stakeholder Specialist Tim Hansen met local council reps and senior staff at the Local Government NSW annual conference in Sydney.

According to Tim, the conference was a great opportunity to engage with representatives from all over the state.

"Attending the LGNSW annual conference is like being able to travel across all of New South Wales in one room, and that's pretty hard to pull off any other day of the year.



Great attendance at the LGNSW annual conference

"I had some really productive discussions about working together to optimise local economies and also provided information on what's happening and what's coming up at the NHVR in 2018," he added.